

Hintailite N:o 1.

Spencer-Smith männät ja tapit.

V a u n u		SS N:o	Aine	Kpl. vaun.	ø	Pituus	Keskiö- kor- keus	Rengas- urat	Männäntappi			
									SS N:o	ø	Pituus	Malli
Buick												
34-50, 35-50	1934-35	*†2002	CI	8	2 ³¹ / ₃₂	3 ¹ / ₂	2 ³ / ₃₂	{ 2- ¹ / ₈ A 1- ⁵ / ₃₂ A 1- ⁵ / ₃₂ B	987	.748	2 ¹⁷ / ₃₂	L
34-60, 34-40, 35-40, 35-60	1934-35	*†2003	CI	8	3 ³ / ₃₂	3 ¹³ / ₁₆	2 ¹ / ₄	{ 2- ¹ / ₈ A 1- ⁵ / ₃₂ A 1- ⁵ / ₃₂ B	299	.8125	2 ¹¹ / ₁₆	L
36-40	1936	3038	Al.T.S.	8	3 ³ / ₃₂	3 ¹³ / ₁₆	2 ¹ / ₄	{ 2- ¹ / ₈ A 2- ⁵ / ₃₂ A	299	.8125	2 ¹¹ / ₁₆	L
36-60, 36-80, 36-90	1936	3039	Al.T.S.	8	3 ⁷ / ₁₆	4 ⁵ / ₃₂	2 ⁵ / ₁₆	{ 2- ¹ / ₈ A 2- ⁵ / ₃₂ A	4A	.875	2 ¹⁵ / ₁₆	EL
Chevrolet												
AC, AD, AE, BA, CA, CC, Std., DC, Master, DA	1929-36	*380	Al.Str.	6	3 ⁵ / ₁₆	3 ¹¹ / ₁₆	1 ⁷ / ₈	3- ⁵ / ₃₂ A	291	.990	2 ⁷ / ₈	P
STD, DC, Master, DA, holkillä ..	1929-36	2001X	CI	6	3 ⁵ / ₁₆	3 ¹¹ / ₁₆	1 ⁷ / ₈	{ 2- ¹ / ₈ A 1- ³ / ₁₆ A	291	.990	2 ⁷ / ₈	P
Chrysler												
CA6, CB6, C6, C7	1934-36	3014	Al.T.S.	6	3 ³ / ₈	3 ⁷ / ₈	2	{ 2- ¹ / ₈ A 2- ⁵ / ₃₂ A	359	.8593	2 ⁷ / ₈	P
CV, CU, CZ, C1, C2, C3, C8, C9, C10, C11.....	1934-36	3020	Al.T.S.	8	3 ¹ / ₄	3 ⁷ / ₈	2	{ 2- ¹ / ₈ A 2- ⁵ / ₃₂ A	187	.8593	2 ³ / ₄	P
De Soto												
SD	1933	*416	W.Str.	6	3 ¹ / ₄	3 ¹¹ / ₁₆	2	{ 3- ¹ / ₈ A 1- ⁵ / ₃₂ A	187	.8593	2 ³ / ₄	P
SE6, SF, S6, S1, S2	1934-36	3014	Al.T.S.	6	3 ³ / ₈	3 ⁷ / ₈	2	{ 2- ¹ / ₈ A 2- ⁵ / ₃₂ A	359	.8593	2 ⁷ / ₈	P
Diamond T												
216, 216B, 210L, 210, 240, 210SF, 210FF, 240A, 225; 225L; 260, 211SF, 211FF, 225, 226, 241, 261	1931-35	*996	CI	6	3 ³ / ₈	4 ³ / ₈	2 ³ / ₁₆	{ 3- ¹ / ₈ A 1- ³ / ₁₆ A	996	1.000	2 ²⁹ / ₃₂	L
350, 375, 326B, 326DR, 351, 376	1933-35	*620	CI	6	3 ³ / ₄	4 ¹ / ₈	2 ¹ / ₈	3- ³ / ₁₆ A	620	.9997	3 ³ / ₈	L
310, 316, 325, 326, 311	1932-35	*649	CI	6	3 ⁵ / ₈	4 ³ / ₈	2 ³ / ₁₆	{ 3- ¹ / ₈ A 1- ³ / ₁₆ A	649	.9997	3 ⁵ / ₃₂	L
226, 242, 211, 216, 210, 220, 240A, 260, 261	1933-35	3034	Al.Spl.	6	3 ³ / ₈	4 ³ / ₈	2 ³ / ₁₆	{ 3- ¹ / ₈ A 1- ³ / ₁₆ A	996	1.000	2 ²⁹ / ₃₂	L
310, 311, 316	1931-35	3035	Al.Spl.	6	3 ⁵ / ₈	4 ³ / ₁₆	2 ³ / ₁₆	{ 3- ¹ / ₈ A 1- ³ / ₁₆ A	649	.9997	3 ³ / ₃₂	L
351, 350, 375	1931-35	3036	Al.Spl.	6	3 ³ / ₄	4 ¹ / ₈	2 ¹ / ₈	{ 3- ¹ / ₈ A 1- ³ / ₁₆ A	620	.9997	3 ³ / ₈	L
Dodge												
UF-10A, UF-10B, U-1B, U-1C, U-1A, UF-30A, B, C, D, E, UF-31A, F, UF-30F, UG-20, A, UG-21, UG-30, UG-31, UGS- 50	1929-32	418	Al.Spl.	4	3 ⁵ / ₈	4 ¹ / ₈	2	{ 3- ¹ / ₈ A 1- ⁵ / ₃₂ A	301	.750	3	L
Senior 6, S, Victory 6, 130, 131, Std. 6, 140, 141, DA, DB, T- 165, U-165, DB-1U, DBT, G- 150, G-165, L-135X, L-165X, L-185X, A-110, B-120, C-130, C-140, E-150, E-165, DA-1B, DA-1C, DA-1E, DA-1G, F-35, A, B, C, D, F-36A, DB-1L, F- 36	1928-32	463	W.Str.	6	3 ³ / ₈	3 ¹⁵ / ₁₆	2 ⁵ / ₁₆	{ 3- ¹ / ₈ A 1- ⁵ / ₃₂ A	359	.8593	2 ⁷ / ₈	P
Sama		*953	CI	6	3 ³ / ₈	3 ¹⁵ / ₁₆	2 ⁵ / ₁₆	{ 3- ¹ / ₈ A 1- ⁵ / ₃₂ A	359	.8593	2 ⁷ / ₈	P
DL; G-22, G-22A, G-43A, G-44A, GS-55, G-43, G-44, DR, DS ..	1932-34	*416	W.Str.	6	3 ¹ / ₄	3 ¹¹ / ₁₆	2	{ 3- ¹ / ₈ A 1- ⁵ / ₃₂ A	187	.8593	2 ³ / ₄	P

V a u n u	SS N:o	Aine	Kpl. vaun.	ø	Pituus	Keski- kor- keus	Rengas- urat	Männäntappi			
								SS N:o	ø	Pituus	Malli
DP	1933	*414 W.Str.	6	3 ¹ / ₈	3 ¹¹ / ₁₆	2	{ 3- ¹ / ₈ A 1- ⁵ / ₃₂ A	414	.859	2 ⁵ / ₈	P
DT, DV, H30, H31	1933-35	3012 Al.T.S.	6	3 ¹ / ₈	3 ¹¹ / ₁₆	2	{ 2- ¹ / ₈ A 2- ⁵ / ₃₂ A	414	.859	2 ⁵ / ₈	P
K45, K46, K47	1934	3014 Al.T.S.	6	3 ³ / ₈	3 ⁷ / ₈	2	{ 2- ¹ / ₈ A 2- ⁵ / ₃₂ A	359	.8593	2 ⁷ / ₈	P
DU, D2	1935-36	3017 W.Str.	6	3 ¹ / ₄	3 ¹¹ / ₁₆	2	{ 2- ¹ / ₈ A 2- ⁵ / ₃₂ A	187	.8593	2 ³ / ₄	P
Essex Super 6, Pacem. K, KU, KT, Terrapl.	1932-33	466 Al.T.S.	6-8	2 ¹⁵ / ₁₆	3 ³ / ₁₆	1 ¹¹ / ₁₆	{ 2- ³ / ₃₂ A 1- ¹ / ₈ A 1- ³ / ₁₆ A	399	.750	2 ⁷ / ₁₆	P
Fargo Katso Chrysler											
Federal F7, A6, T8, T6B, T6W, T7W ..	1928-33	953 CI	6	3 ³ / ₈	3 ¹⁵ / ₁₆	2 ⁵ / ₁₆	{ 3- ¹ / ₈ A 1- ⁵ / ₃₂ A	359	.8593	2 ⁷ / ₈	P
Sama		463 W.Str.	6	3 ³ / ₈	3 ¹⁵ / ₁₆	2 ⁵ / ₁₆	{ 3- ¹ / ₈ A 1- ⁵ / ₃₂ A	359	.8593	2 ⁷ / ₈	P
Sarja 25	1933-35	620 CI	6	3 ³ / ₄	4 ¹ / ₈	2 ¹ / ₈	{ 3- ³ / ₁₆ A 3- ¹ / ₈ A	620	.9997	3 ³ / ₈	L
Sarja 20	1933-35	649 CI	6	3 ⁵ / ₈	4 ³ / ₈	2 ³ / ₁₆	{ 3- ¹ / ₈ A 1- ³ / ₁₆ A	649	.9997	3 ⁵ / ₃₂	L
Sarja 15 ja 18X	1933-35	996 CI	6	3 ³ / ₈	4 ³ / ₈	2 ³ / ₁₆	{ 3- ¹ / ₈ A 1- ³ / ₁₆ A	996	1.000	2 ²⁹ / ₃₂	L
15	1933-35	3034 Al.Spl.	6	3 ³ / ₈	4 ³ / ₈	2 ³ / ₁₆	{ 3- ¹ / ₈ A 1- ³ / ₁₆ A	996	1.000	2 ²⁹ / ₃₂	L
18, 20	1933-35	3035 Al.Spl.	6	3 ⁵ / ₈	4 ³ / ₁₆	2 ³ / ₁₆	{ 3- ¹ / ₈ A 1- ³ / ₁₆ A	649	.9997	3 ⁵ / ₃₂	L
25	1933-35	3036 Al.Spl.	6	3 ³ / ₄	4 ¹ / ₈	2 ¹ / ₈	{ 3- ¹ / ₈ A 1- ³ / ₁₆ A	620	.9997	3 ³ / ₈	L
Ford A, AA, B, BB	1928-32	*955 CI	4	3 ⁷ / ₈	3 ²⁷ / ₃₂	1 ²⁹ / ₃₂	{ 2- ¹ / ₈ A 1- ³ / ₁₆ A	328	1.000	3 ¹⁷ / ₃₂	R
Sama, .060 ylis. saakka, tappi lukittu mäntään		*401 Al.Spl.	4	3 ⁷ / ₈	3 ²⁷ / ₃₂	1 ²⁹ / ₃₂	{ 2- ¹ / ₈ A 1- ³ / ₁₆ A	341	1.000	3 ³ / ₁₆	P
Sama, suurempaa ylisuuruutta, tappi lukittu mäntään		*341 Al.Spl.	4	3 ⁷ / ₈	3 ²⁷ / ₃₂	1 ²⁹ / ₃₂	{ 2- ¹ / ₈ A 1- ³ / ₁₆ A	341	1.000	3 ³ / ₁₆	P
Sama, tappi lukittu kiertokankeen		335X Al.Spl.	4	3 ⁷ / ₈	3 ²⁷ / ₃₂	1 ²⁹ / ₃₂	{ 2- ¹ / ₈ A 1- ³ / ₁₆ A	328	1.000	3 ¹⁷ / ₃₂	R
V8	1932-36	462X Al.Spl.	8	3 ¹ / ₁₆	2 ³¹ / ₃₂	1 ¹⁷ / ₃₂	{ 2- ¹ / ₈ A 1- ⁵ / ₃₂ A	431 448	.750 .750	2 ¹³ / ₁₆ 2 ²¹ / ₃₂	R P
Graham 8-20, 6-13, Blue Streak, 8-19, 8-23, 67	1930-34	374 Al.Str.	6-8	3 ¹ / ₈	3 ¹⁹ / ₃₂	2 ³ / ₃₂	{ 2- ¹ / ₈ A 1- ³ / ₁₆ A	374	.8130	2 ⁵ / ₈	L
8-22, 8-34, 6-18, 613-1605001 alkaen, 616, 68, 69	1930-34	389 W.Str.	6-8	3 ¹ / ₄	3 ²³ / ₃₂	2 ³ / ₃₂	{ 2- ¹ / ₈ A 1- ³ / ₁₆ A	320	.8125	2 ¹³ / ₁₆	L
67, 72	1934-35	3030 W.Str.	8	3 ¹ / ₈	3 ¹⁹ / ₃₂	2 ³ / ₃₂	{ 2- ¹ / ₈ A 1- ³ / ₁₆ A	374	.8130	2 ⁵ / ₈	L
74, 80	1935-36	3021 W.Str.	6	3	3 ¹¹ / ₁₆	2 ³ / ₁₆	{ 2- ¹ / ₈ A 1- ³ / ₁₆ A	374	.8130	2 ⁵ / ₈	L
90, 110	1936	389 W.Str.	6	3 ¹ / ₄	3 ²³ / ₃₂	2 ³ / ₃₂	{ 2- ¹ / ₈ A 1- ³ / ₁₆ A	320	.8125	2 ¹³ / ₁₆	L
Hercules moottori OOB, JXC		*620 CI	4-6	3 ³ / ₄	4 ¹ / ₈	2 ¹ / ₈	{ 3- ³ / ₁₆ A 3- ¹ / ₈ A	620	.9997	3 ³ / ₈	L
JXA		*996 CI	6	3 ³ / ₈	4 ³ / ₈	2 ³ / ₁₆	{ 3- ¹ / ₈ A 1- ³ / ₁₆ A	996	1.000	2 ²⁹ / ₃₂	L
JXB, PU		*649 CI	6	3 ⁵ / ₈	4 ³ / ₈	2 ³ / ₁₆	{ 3- ¹ / ₈ A 1- ³ / ₁₆ A	649	.9997	3 ⁵ / ₃₂	L
JXA		3034 Al.Spl.	6	3 ³ / ₈	4 ³ / ₈	2 ³ / ₁₆	{ 3- ¹ / ₈ A 1- ³ / ₁₆ A	996	1.000	2 ²⁹ / ₃₂	L

V a u n u		SS N:o	Aine	Kpl. vaun.	ø	Pituus	Keskiö- kor- keus	Rengas- urat	Männäntappi			
									SS N:o	ø	Pituus	Malli
JXB		3035	Al.Spl.	6	3 ⁵ / ₈	4 ³ / ₁₆	2 ³ / ₁₆	{ 3 ⁻¹ / ₈ A 1 ⁻³ / ₁₆ A	649	.9997	3 ⁵ / ₃₂	L
JXC		3036	Al.Spl.	6	3 ³ / ₄	4 ¹ / ₈	2 ¹ / ₈	{ 3 ⁻¹ / ₈ A 1 ⁻³ / ₁₆ A	620	.9997	3 ³ / ₈	L
Hudson GH, HT, HU, HHU, 63, 64, 65, 66, 67	1935-36	3018	Al.T.S.	6-8	3	3 ³ / ₁₆	1 ¹¹ / ₁₆	{ 2 ⁻³ / ₃₂ A 1 ⁻³ / ₁₆ A 1 ⁻³ / ₁₆ B	399	.750	2 ⁷ / ₁₆	P
Hupmobile 216, 316, 321	1932-33	428	W.Str.	6	3 ³ / ₈	4 ¹ / ₈	2 ⁵ / ₁₆	4 ⁻¹ / ₈ A	428	.875	3	T
International A4, A5, A6, A2, M2, B2, A1, C20, C10 C50	1930-35	951	CI	6	3 ⁵ / ₈	3 ¹⁵ / ₁₆	2 ⁵ / ₁₆	{ 3 ⁻¹ / ₈ A 1 ⁻³ / ₁₆ A	951	1.1097	3 ¹ / ₃₂	P
Nash 10-90, 11-90, 1220Big6, 1290, Ambassador 8, 20, 40	1932-36	430	W.Str.	6-8	3 ³ / ₈	3 ⁷ / ₈	2 ⁵ / ₁₆	{ 3 ⁻¹ / ₈ A 1 ⁻³ / ₁₆ A	430	.875	2 ¹³ / ₁₆	P
1280, Adv. 8, 80	1934-36	470	W.Str.	8	3 ¹ / ₈	3 ¹¹ / ₁₆	2 ¹ / ₈	{ 3 ⁻¹ / ₈ A 1 ⁻³ / ₁₆ A	470	.875	2 ⁹ / ₁₆	P
Oldsmobile L35	1935	2038	CI	6	3 ⁵ / ₁₆	3 ¹⁵ / ₁₆	2 ¹ / ₄	{ 2 ⁻¹ / ₈ A 1 ⁻³ / ₁₆ A	2038	.8555	3 ¹ / ₃₂	QS
F35	1935	2039	CI	8	3	3 ³ / ₄	2 ³ / ₁₆	{ 3 ⁻¹ / ₈ A 1 ⁻³ / ₁₆ A	2039	.8555	2 ¹¹ / ₁₆	QS
L36	1936	3042	Al.T.S.	8	3	3 ³ / ₄	2 ³ / ₁₆	{ 2 ⁻¹ / ₈ A 2 ⁻³ / ₁₆ A	3042	.8555	2 ²³ / ₃₂	QS
F36	1936	3043	Al.T.S.	6	3 ⁵ / ₁₆	3 ¹⁵ / ₁₆	2 ¹ / ₄	{ 2 ⁻¹ / ₈ A 2 ⁻³ / ₁₆ A	3043	.8555	3 ¹ / ₃₂	QS
Packard 901, 902, 1001, 1002, sarjat 11, 12 ja 14	1928-36	425	Al.Str.	8	3 ³ / ₁₆	4 ¹ / ₄	2 ¹ / ₂	{ 3 ⁻¹ / ₈ A 1 ⁻⁵ / ₃₂ A	8	.875	2 ⁴⁷ / ₆₄	P
526, 533, 543, 640, 645, 740, 745, 840, 845, 903, 904, 1003, 1004, Super sarjat 11, 12 ja 14	1928-36	420	Al.Str.	6-8	3 ¹ / ₂	4 ¹ / ₄	2 ¹ / ₂	{ 3 ⁻¹ / ₈ A 1 ⁻⁵ / ₃₂ A	247	.875	3	P
120, 120B	1935-36	3028	Al.Str.	8	3 ¹ / ₄	3 ⁷ / ₈	2 ¹ / ₈	{ 2 ⁻¹ / ₈ A 1 ⁻³ / ₁₆ A	8	.875	2 ⁴⁷ / ₆₄	P
Plymouth PC, PD, PF	1933-34	414	W.Str.	6	3 ¹ / ₈	3 ¹¹ / ₁₆	2	{ 3 ⁻¹ / ₈ A 1 ⁻⁵ / ₃₂ A	414	.859	2 ⁵ / ₈	P
PJ, PI, P2	1934-36	3012	Al.T.S.	6	3 ¹ / ₈	3 ¹¹ / ₁₆	2	{ 2 ⁻¹ / ₈ A 2 ⁻⁵ / ₃₂ A	414	.859	2 ⁵ / ₈	P
Pontiac 601, 603, 8AA	1933-35	626	CI	8	3 ³ / ₁₆	3 ⁷ / ₈	2 ³ / ₃₂	{ 3 ⁻¹ / ₈ A 1 ⁻³ / ₁₆ B	626	.9375	2 ⁷ / ₈	QS
6AA, 6AB	1935	2013	CI	6	3 ³ / ₈	3 ²⁵ / ₃₂	2 ³ / ₃₂	{ 3 ⁻¹ / ₈ A 1 ⁻³ / ₁₆ A	2013	.9375	3 ¹ / ₁₆	QS
Reo 1D, 1B, BN	1932-36	3004	Al.T.S.	6	3 ¹ / ₈	4	2 ¹ / ₄	{ 2 ⁻³ / ₃₂ A 1 ⁻⁵ / ₃₂ A 1 ⁻³ / ₁₆ A	3004	.984	2 ⁵ / ₈	P
S, 2N, 2B, 2D, 2H, 2J, 2K, 4H, 4J, 4K, 6D	1932-36	3005	Al.T.S.	6-8	3 ³ / ₈	4	2 ⁷ / ₃₂	{ 2 ⁻³ / ₃₂ A 1 ⁻⁵ / ₃₂ A 1 ⁻³ / ₁₆ A	409	.984	2 ²⁹ / ₃₂	P

Vaunu		SS N:o	Aine	Kpl. vaun.	Ø	Pituus	Keskiö- kor- keus	Rengas- urat	Männäntappi			
									SS N:o	Ø	Pituus	Malli
3L, 3H, 3J, 3K, 3M	1933-36	3008	Al.T.S.	6	3 ⁵ / ₈	4 ¹ / ₂	2 ¹ / ₄	{ 2- ³ / ₃₂ A 1- ⁵ / ₃₂ A 1- ³ / ₁₆ A 2- ³ / ₃₂ A 1- ⁵ / ₃₂ A 1- ³ / ₁₆ A	3008	.9843	3 ⁹ / ₆₄	P
1A4, 1C4	1935	3056	Al.T.S.	6	3 ³ / ₁₆	3 ⁹ / ₁₆	2	{ 2- ³ / ₃₂ A 1- ⁵ / ₃₂ A 1- ³ / ₁₆ A	414	.859	2 ⁵ / ₈	P
Rockne 65, 6-10	1932-33	*618	CI	6	3 ¹ / ₈	3 ³ / ₄	2 ¹ / ₃₂	{ 3- ¹ / ₈ A 1- ³ / ₁₆ A	618	.8115	2 ¹¹ / ₁₆	L
75	1932-33	*600	CI	6	3 ¹ / ₄	3 ⁷ / ₈	2 ¹¹ / ₃₂	{ 3- ¹ / ₈ A 1- ³ / ₁₆ A	91	.875	2 ⁷ / ₈	L
Sisu , JXA moottori		3034	Al.Spl.	6	3 ³ / ₈	4 ³ / ₈	2 ³ / ₁₆	{ 3- ¹ / ₈ A 1- ³ / ₁₆ A	996	1.000	2 ²⁹ / ₃₂	L
Sisu , JXB »		3035	Al.Spl.	6	3 ⁵ / ₈	4 ³ / ₁₆	2 ³ / ₁₆	{ 3- ¹ / ₈ A 1- ³ / ₁₆ A	649	.9997	3 ⁵ / ₃₂	L
Sisu , JXC »		3036	Al.Spl.	6	3 ³ / ₄	4 ¹ / ₈	2 ¹ / ₈	{ 3- ¹ / ₈ A 1- ³ / ₁₆ A	620	.9997	3 ³ / ₈	L
Studebaker President, FA, FE, FH, 80, 90, DA, 91, 92	1928-33	452	W.Str.	8	3 ¹ / ₂	4 ¹ / ₄	2 ¹³ / ₃₂	{ 3- ¹ / ₈ A 1- ³ / ₁₆ A	369	.9375	3 ¹ / ₁₆	L
Dictator8, FC, 61, Commander8, 70, FD, 71, 82, Pres.8 sarja C, Com.8 sarja B	1929-33	451	W.Str.	8	3 ¹ / ₁₆	3 ³ / ₄	2 ⁷ / ₃₂	{ 3- ¹ / ₈ A 1- ³ / ₁₆ A	855	.875	2 ⁵ / ₈	L
Pres.8, sarja C, Com.8, sarja B, 1B, 1C, 2C	1934-36	3023	Al.T.S.	8	3 ¹ / ₁₆	3 ³ / ₄	2 ⁷ / ₃₂	{ 2- ¹ / ₈ A 1- ³ / ₁₆ A	855	.875	2 ⁵ / ₈	L
Dictator 6, sarja A, 1A, 2A, 3A, 4A	1934-36	3024	Al.T.S.	6	3 ¹ / ₄	3 ³ / ₄	2 ³ / ₆₄	{ 2- ¹ / ₈ A 1- ³ / ₁₆ A	91	.875	2 ⁷ / ₈	L
Terraplane »Std. Six», K, De Luxe Six, KU, G, GU, 61, 62	1934-36	3018	Al.T.S.	6	3	3 ³ / ₁₆	1 ¹¹ / ₁₆	{ 2- ³ / ₃₂ A 1- ³ / ₁₆ A 1- ³ / ₁₆ B	399	.750	2 ⁷ / ₁₆	P
Willys 77	1933-35	638	CI	4	3 ¹ / ₈	3 ³ / ₄	2 ³ / ₁₆	{ 3- ³ / ₃₂ A 1- ³ / ₁₆ A	411	.875	2 ⁴³ / ₆₄	P

Käyttäkää ACHESON moottorigrafiittia moottorin sisäänajossa. Se estää kiinnileikkaamisen ja takaa parhaimman tuloksen. Jatkuva ACHESON moottorigrafiitin käyttö estää moottorin kulumista ja lisää sen tehoa. ACHESON moottorigrafiittia käytetään polttoaineeseen sekoitettuna, ensikäytössä 1/2 litraa ja jatkokäytössä 1/4 litraa viittä litraa polttoainetta kohti.

ACHESON moottorigrafiitti toimitetaan 1 gall. astioissa sekä 1/4 litran tölkeissä.

Sivut 60—72

Hintaliite N:o 1 sivut 1—4.

Spencer-Smith männät.

Mäntien hinnat hiomattomina.

Hiomisesta veloitamme Smk. 20:—
kpl. netto.Tilauksesta valmiiksi hiottuja män-
tiä ei vaihdeta.**Huomautuksia :**X numeron jälkeen tarkoittaa
mäntää tappeineen.H numeron jälkeen tarkoittaa
mäntää hiottuna ylisuuruuksiin, joi-
ta on varastossamme .020", .031",
.040" ja .050".R numeron jälkeen tarkoittaa
mäntää tapilla renkaineen yllämai-
nittuja ylikokoja.**Esim.**

777 ilman tappia	65:—
777H hiottuna ylisuuruuksiin	85:—
777X tappeineen	81:—
777XH tappeineen hiottuna ylisuuruuksiin	101:—
777XHR tappeineen ja renkai- neen ylikokoja .020", .030"	
j.n.e.	121:—

Valurautamännät.

N:o 108.....	147:—	kpl.
112.....	110:—	"
148.....	145:—	"
154.....	96:—	"
181.....	125:—	"
182.....	115:—	"
194.....	105:—	"
205.....	125:—	"
212.....	110:—	"
213.....	120:—	"
222.....	85:—	"
231.....	105:—	"
233.....	124:—	"
234.....	195:—	"
237.....	130:—	"
238.....	115:—	"
239.....	105:—	"
240.....	175:—	"
241.....	110:—	"
242.....	110:—	"
245.....	140:—	"
247.....	130:—	"
253.....	105:—	"
254.....	110:—	"
255.....	94:—	"
257.....	122:—	"
258.....	132:—	"
260.....	100:—	"
262.....	130:—	"

N:o 263.....	135:—	kpl.
268.....	85:—	"
271.....	125:—	"
272.....	126:—	"
273.....	90:—	"
274.....	115:—	"
275.....	102:—	"
276.....	135:—	"
277.....	118:—	"
284.....	120:—	"
288.....	120:—	"
290.....	110:—	"
292.....	105:—	"
293.....	110:—	"
296.....	105:—	"
404 X.....	145:—	"
444 X.....	120:—	"
555 X.....	116:—	"
600.....	115:—	"
618.....	95:—	"
620.....	160:—	"
621.....	120:—	"
626.....	98:—	"
638.....	120:—	"
649.....	158:—	"
777.....	65:—	"
777 H.....	85:—	"
777 X.....	81:—	"
777 XH.....	101:—	"
777 XHR.....	121:—	"
855.....	120:—	"
856.....	115:—	"
858.....	120:—	"
859.....	123:—	"
861.....	130:—	"
882.....	130:—	"
919.....	135:—	"
930.....	120:—	"
931.....	130:—	"
932.....	125:—	"
934.....	100:—	"
935.....	120:—	"
936.....	110:—	"
939.....	125:—	"
947.....	122:—	"
948.....	94:—	"
951.....	82:—	"
953.....	115:—	"
955.....	90:—	"
967.....	175:—	"
973.....	162:—	"
987.....	98:—	"
996.....	150:—	"
851 }.....	65:—	"
2001 }.....		"
851H }.....	85:—	"
2001H }.....		"
851 X }.....	82:—	"
2001 X }.....		"

N:o 851 XH }.....	102:—	kpl.
2001 XH }.....		"
851 XHR }.....	122:—	"
2001 XHR }.....		"
2002.....	95:—	"
2003.....	105:—	"
2013.....	98:—	"
2038.....	96:—	"
2039.....	94:—	"

Kevytmetallimännät.

N:o 300.....	180:—	kpl.
303.....	115:—	"
305.....	135:—	"
309.....	148:—	"
316.....	100:—	"
320.....	150:—	"
322.....	130:—	"
325.....	150:—	"
332.....	150:—	"
335 X.....	140:—	"
337.....	162:—	"
338.....	155:—	"
339.....	100:—	"
340.....	160:—	"
341.....	115:—	"
342.....	150:—	"
350.....	165:—	"
352.....	165:—	"
353.....	185:—	"
354.....	180:—	"
355.....	148:—	"
357.....	170:—	"
361.....	170:—	"
362.....	150:—	"
363.....	175:—	"
364.....	175:—	"
365.....	125:—	"
366.....	140:—	"
367.....	155:—	"
368.....	155:—	"
372.....	185:—	"
373.....	155:—	"
374.....	145:—	"
378.....	140:—	"
379.....	130:—	"
380.....	140:—	"
381.....	135:—	"
382.....	180:—	"
389.....	150:—	"
392.....	150:—	"
393.....	160:—	"
396.....	160:—	"
397.....	150:—	"
398.....	150:—	"
399.....	140:—	"
401.....	78:—	"
401 H.....	85:—	"
401 X.....	96:—	"
401 XH.....	103:—	"

AUTOLA Oy.

N:o 401 XHR	123:— kpl.	N:o 39	21:— kpl.	N:o 328	18:— kpl.
406	140:— "	33	22:— "	332	21:— "
408	165:— "	91	21:— "	337	23:— "
413	160:— "	98	38:— "	341	18:— "
414	155:— "	108	26:— "	342	30:— "
416	150:— "	112	25:— "	359	18:— "
418	116:— "	126	35:— "	364	26:— "
420	175:— "	181	22:— "	365	18:— "
421	185:— "	187	18:— "	366	19:— "
425	165:— "	198	21:— "	368	23:— "
428	167:— "	202	19:— "	369	22:— "
429	150:— "	205	18:— "	373	27:— "
430	140:— "	207	28:— "	374	18:— "
432	162:— "	210	16:— "	382	26:— "
437	173:— "	212	25:— "	392	17:— "
450	170:— "	213	23:— "	396	16:— "
451	150:— "	214	18:— "	397	25:— "
452	165:— "	222	15:— "	398	22:— "
458	150:— "	233	26:— "	399	17:— "
462 X	93:— "	234	39:— "	402	14:— "
462	75:— "	237	22:— "	404	21:— "
463	176:— "	238	18:— "	406	17:— "
466	100:— "	239	22:— "	409	24:— "
470	133:— "	240	30:— "	411	21:— "
802	172:— "	241	21:— "	414	17:— "
3004	124:— "	242	15:— "	428	22:— "
3005	129:— "	245	25:— "	429	18:— "
3008	132:— "	247	23:— "	430	22:— "
3012	120:— "	254	21:— "	431	18:— "
3014	160:— "	255	39:— "	470	21:— "
3017	148:— "	257	22:— "	618	20:— "
3020	175:— "	258	22:— "	620	28:— "
3021	146:— "	260	22:— "	626	20:— "
3023	140:— "	262	21:— "	649	27:— "
3024	140:— "	263	21:— "	855	22:— "
3028	165:— "	268	18:— "	856	22:— "
3030	130:— "	271	22:— "	859	23:— "
3034	187:— "	272	25:— "	882	26:— "
3035	187:— "	274	18:— "	919	21:— "
3036	187:— "	275	33:— "	951	37:— "
3038	138:— "	277	22:— "	967	32:— "
3039	138:— "	284	24:— "	973	30:— "
3042	125:— "	290	32:— "	987	18:— "
3043	128:— "	291	17:— "	996	25:— "
3056	135:— "	296	33:— "	2013	22:— "
		299	22:— "	2038	22:— "
		301	18:— "	2039	22:— "
		309	18:— "	3004	22:— "
		316	15:— "	3008	24:— "
		320	17:— "	3042	22:— "
		322	26:— "	3043	22:— "
		326	25:— "		

Spencer-Smith männäntappeja.

Varastossa Standard sekä .003",
.005", .010" ja .015" ylisuuruuksia.

N:o 4A	21:— kpl.
8	21:— "

ACHESON moottorigrafiitti 1 gall. 350:—
1/4 ltr. 30:—